Preliminary Alternatives Analysis

THE ALTAMONT
CORRIDOR RAIL PROJECT

Presentation for
Livermore Environment & Energy Committee

September 14, 2011

U.S. Department of Transportation
Federal Railroad Administration

CALIFORNIA
High-Speed Rail Authority

San Joaquin Regional Rail Commission

Altamont Corridor & California High-Speed Train System

- Supports intercity and commuter service between northern San Joaquin Valley and Bay Area via the Tri-Valley area
- Serves as feeder service to statewide high-speed train network
- Potential connections to BART in Livermore and/or Fremont/Union City area to serve Oakland and Oakland Airport
- Provide regional rail infrastructure compatible with high-speed train equipment
- Potential to operate service between Sacramento and San Jose via Stockton
- Potential to operate service between Merced and San Jose on branch line

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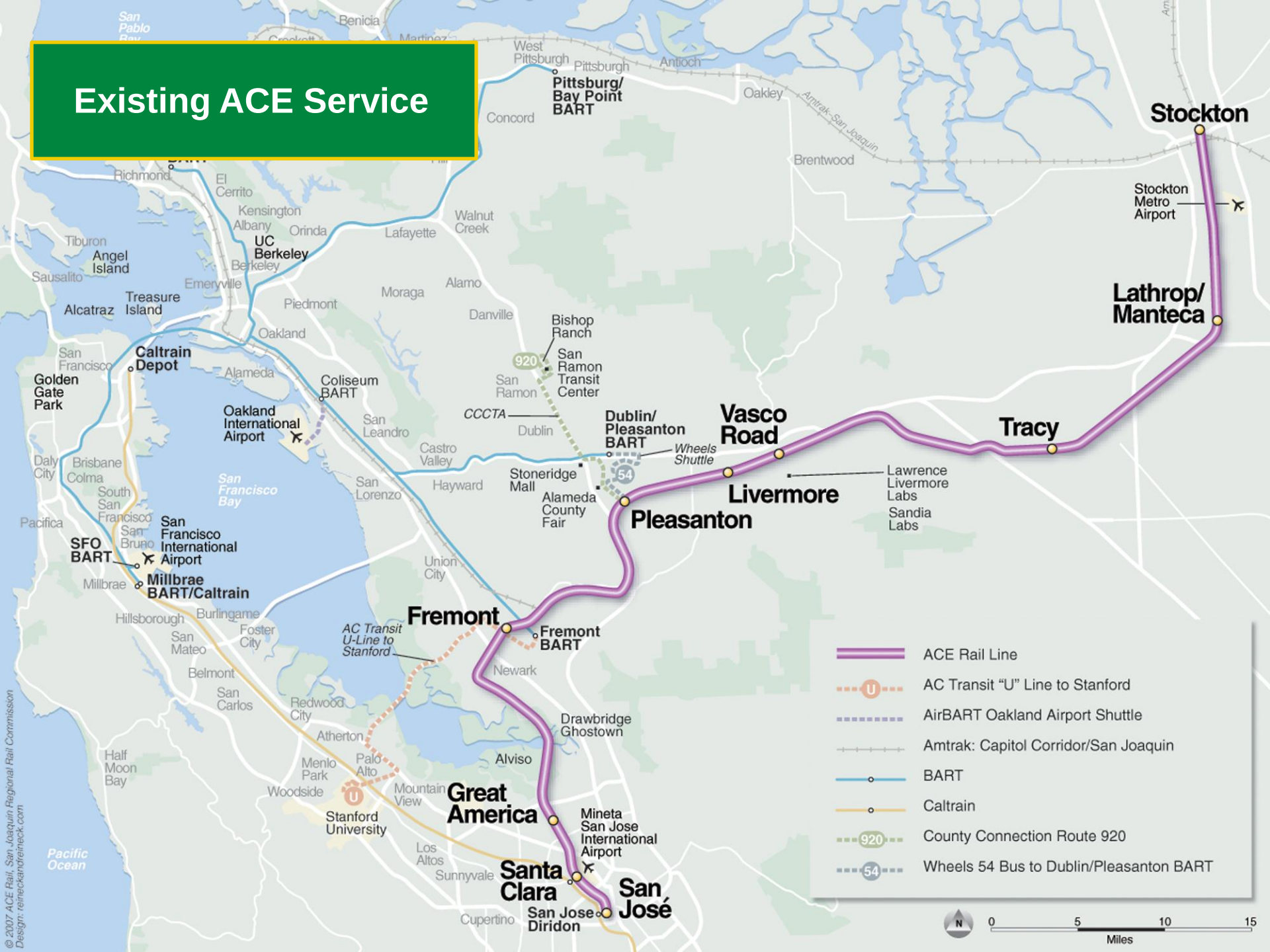
Altamont Corridor Rail Project — Goals and Objectives

- Develop a regional rail line in the Altamont Corridor, linking the northern San Joaquin Valley with the Bay Area, with a dedicated line for passenger service where feasible
- Transform the existing ACE service into a robust intercity and commuter service with frequent trains operating in both directions all day long
- Offer a travel alternative that is competitive with the travel costs and time of auto and intercity buses
- Connect to BART for access to Oakland and the East Bay
- Serve as feeder to Statewide High-Speed Train system
- Accommodate HST-compatible equipment in Long-Term

Existing ACE Service



Altamont Corridor Connectivity

Public Outreach and Scoping

Public Scoping Meetings

- Stockton, Livermore, Fremont, and San José - Nov 2009

Initial Alternatives

- Presented to Board on May 6, 2010

Preliminary Alternatives Analysis

- Presented to Board on February 3, 2011

Outreach + Stakeholder Meetings

- Altamont Corridor Partnership Working Group
- Alameda County Transportation Commission (ACTC)
- Tri-Valley Regional Rail Policy Advisory Committee
- Agencies, community groups, business organizations

Additional Alternatives Outreach

❖ Stakeholder Meetings (cont.)

- Local Government Technical Working Group
- City of Santa Clara Transportation Department
- San Joaquin County Board of Supervisors
- Livermore Area Recreation and Park District
- Pleasanton City Council
- Tracy City Council
- Resource agencies, such as USFWS and US EPA
- California Association of General Contractors, Tracy Rotary Club and Chamber of Commerce, Campaign for Common Ground, and Fremont Exchange Club

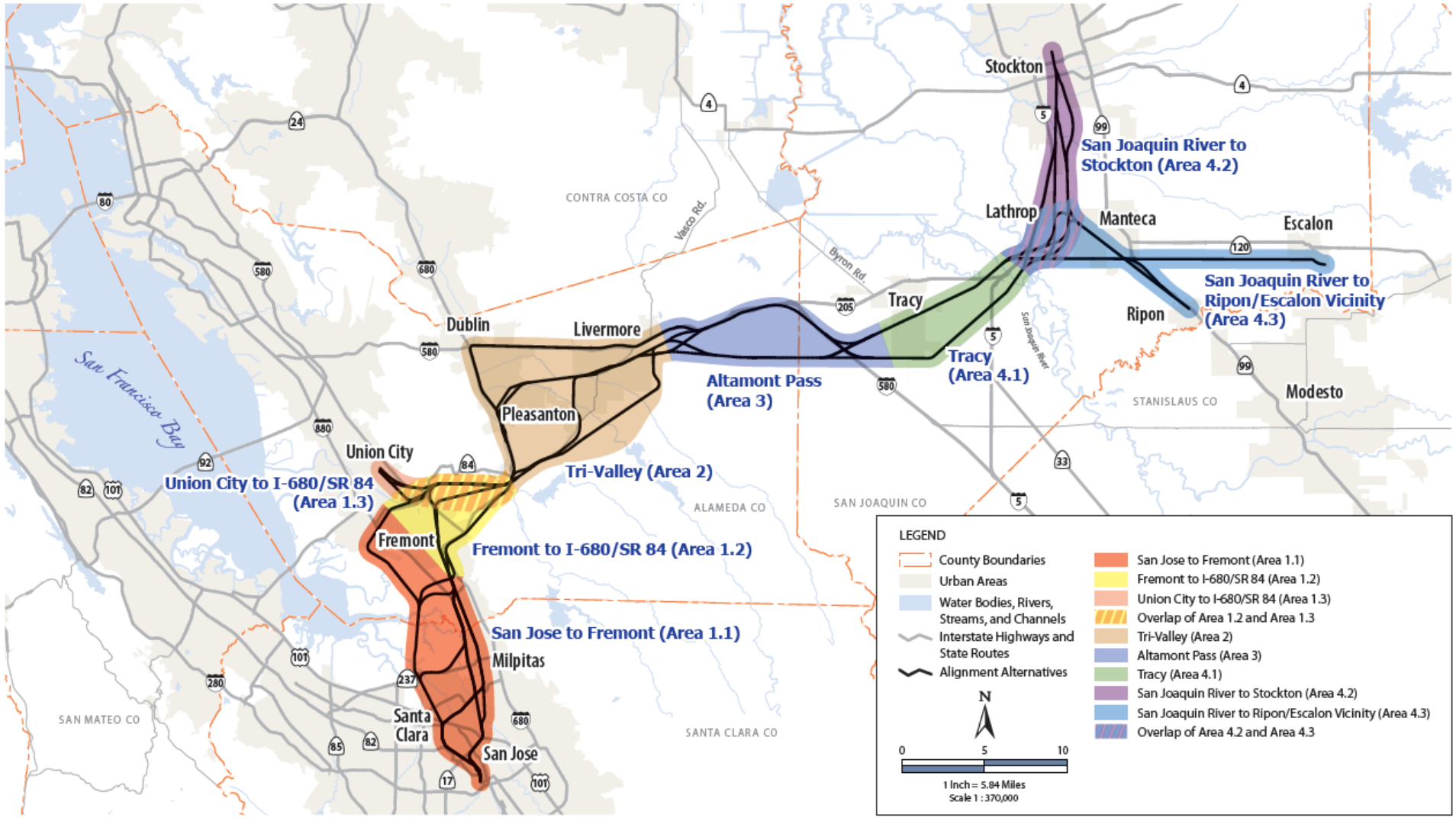
Preliminary Alternatives Analysis

- Evaluated alignment, station, and design options
- Initial alternatives presented to Board on May 6, 2010
- Preliminary Alternatives Analysis includes input and evaluation since May 2010
- Extensive agency and public outreach

Alternatives Analysis Screening Criteria

- **Meets Purpose and Need**
- **Design Objectives**
  - Maximize Ridership/Revenue Potential (time, length)
  - Maximize Connectivity and Accessibility (connections)
  - Minimize Costs
- **Feasibility and Practicability**
  - Constructability
  - Right of Way
- **Environmental Impact**
  - Natural Resource Impacts
  - Environmental Quality

Evaluation Areas



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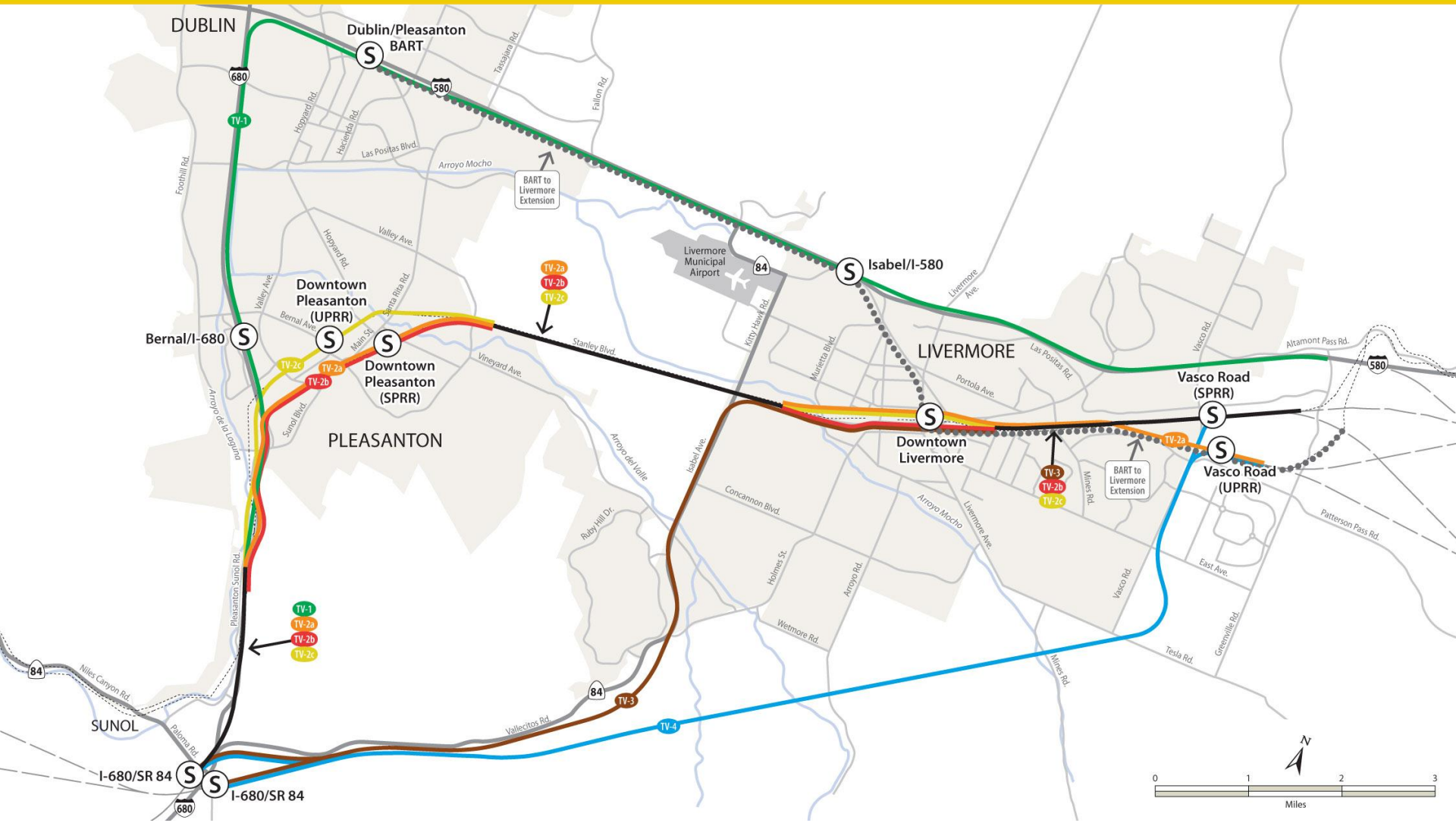
Tri-Valley Routes and Stations Analyzed



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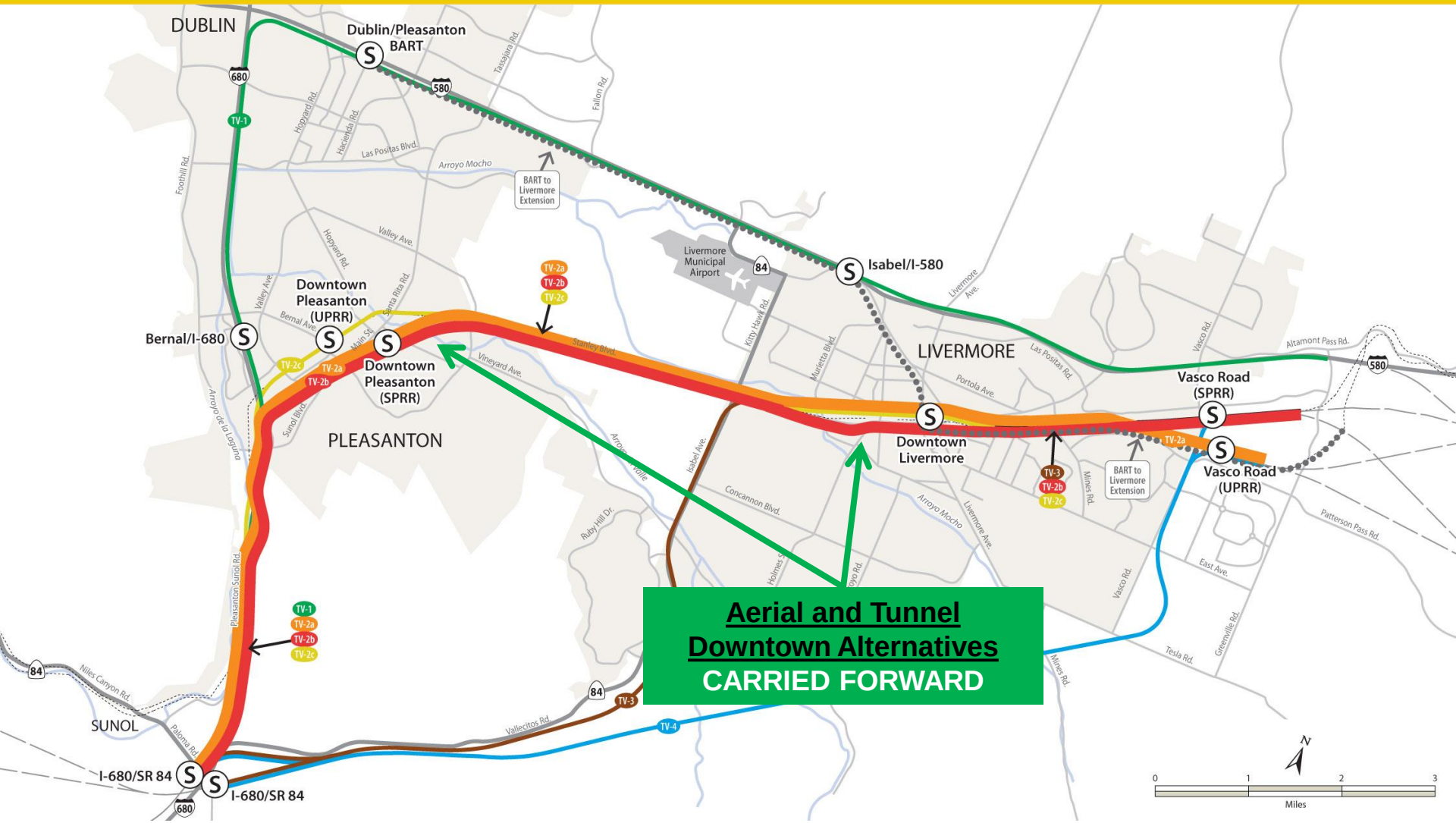

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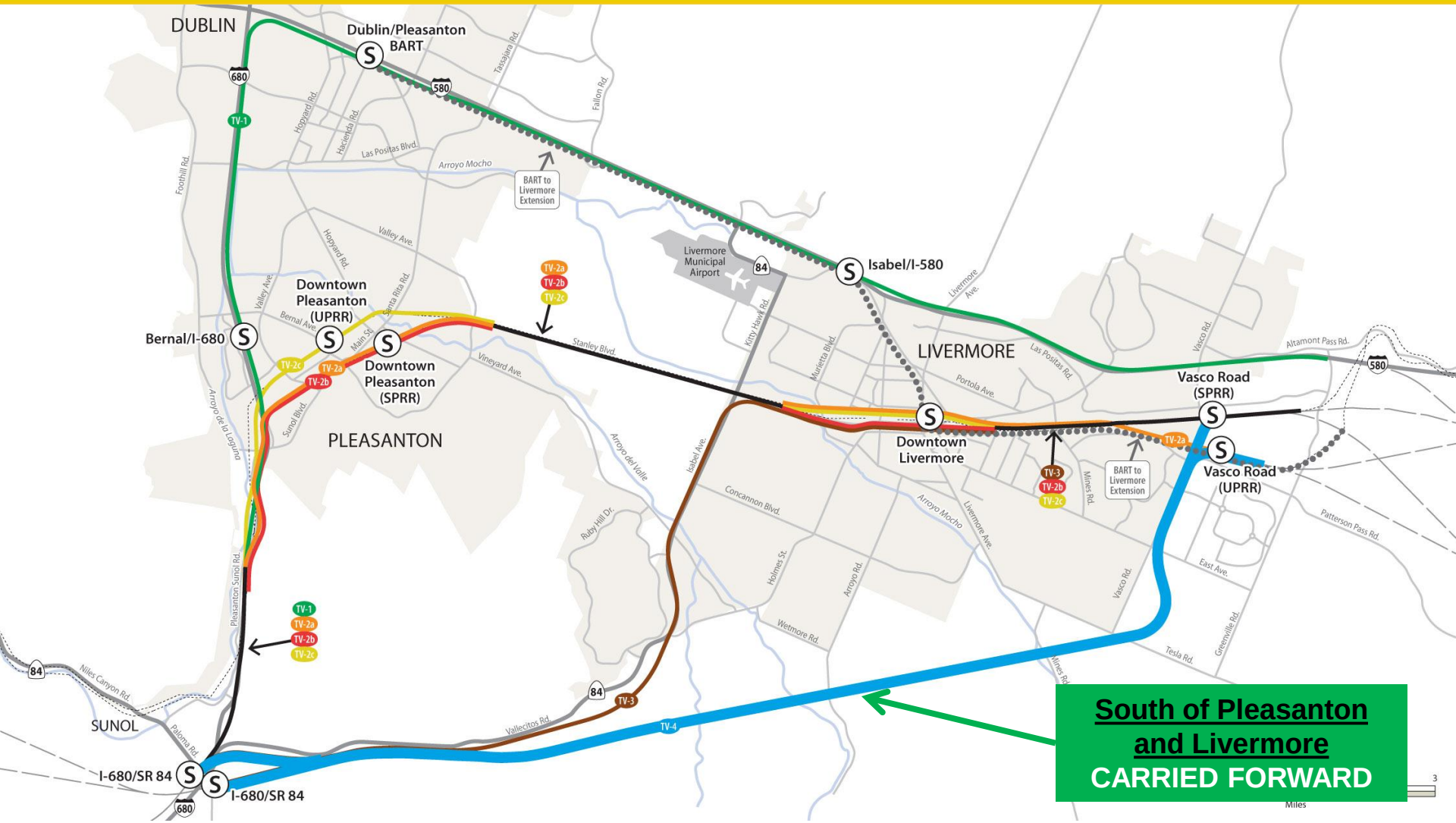

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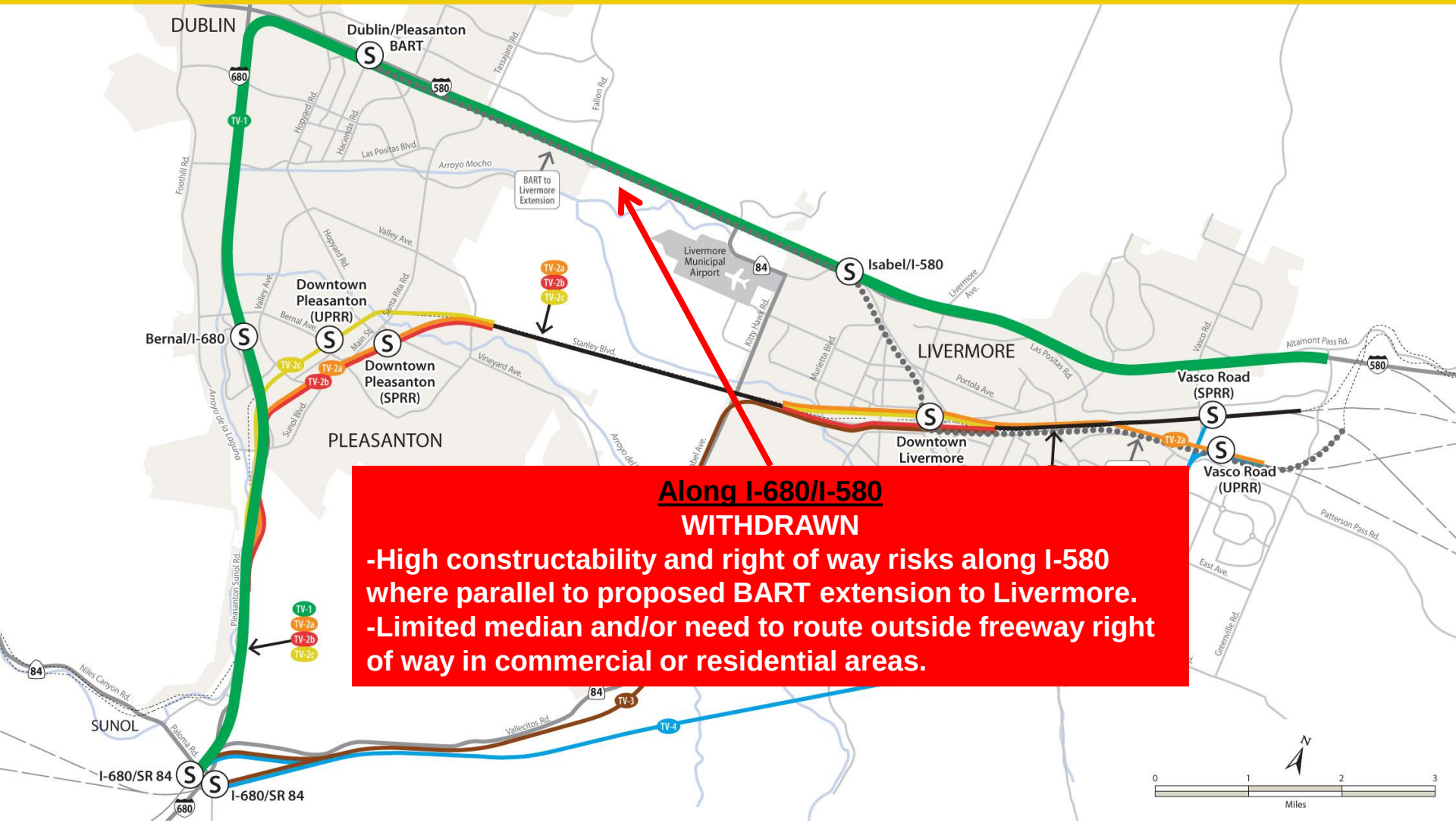
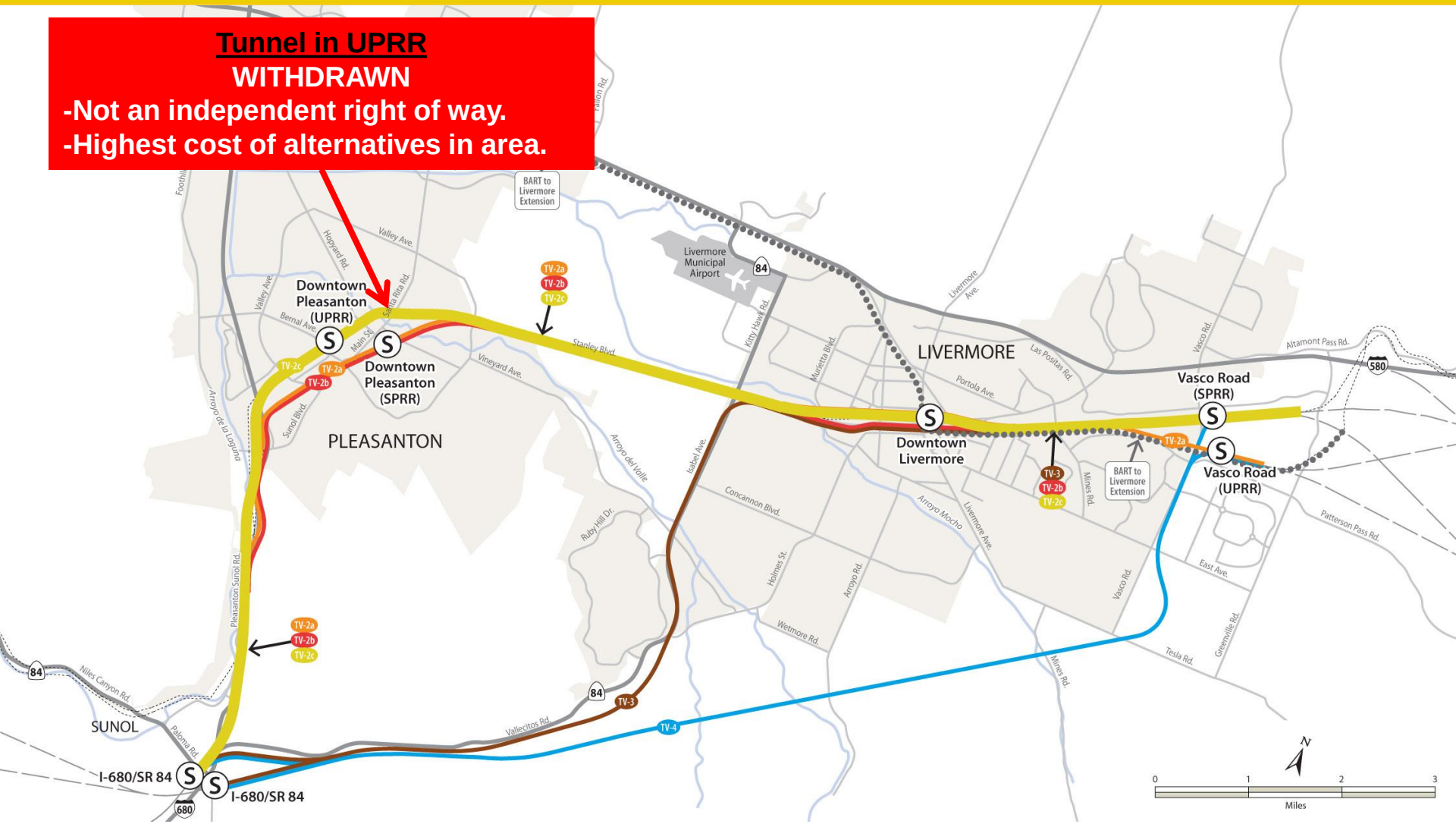


Tri-Valley Routes and Stations Analyzed

Tunnel in UPRR
WITHDRAWN
-Not an independent right of way.
-Highest cost of alternatives in area.



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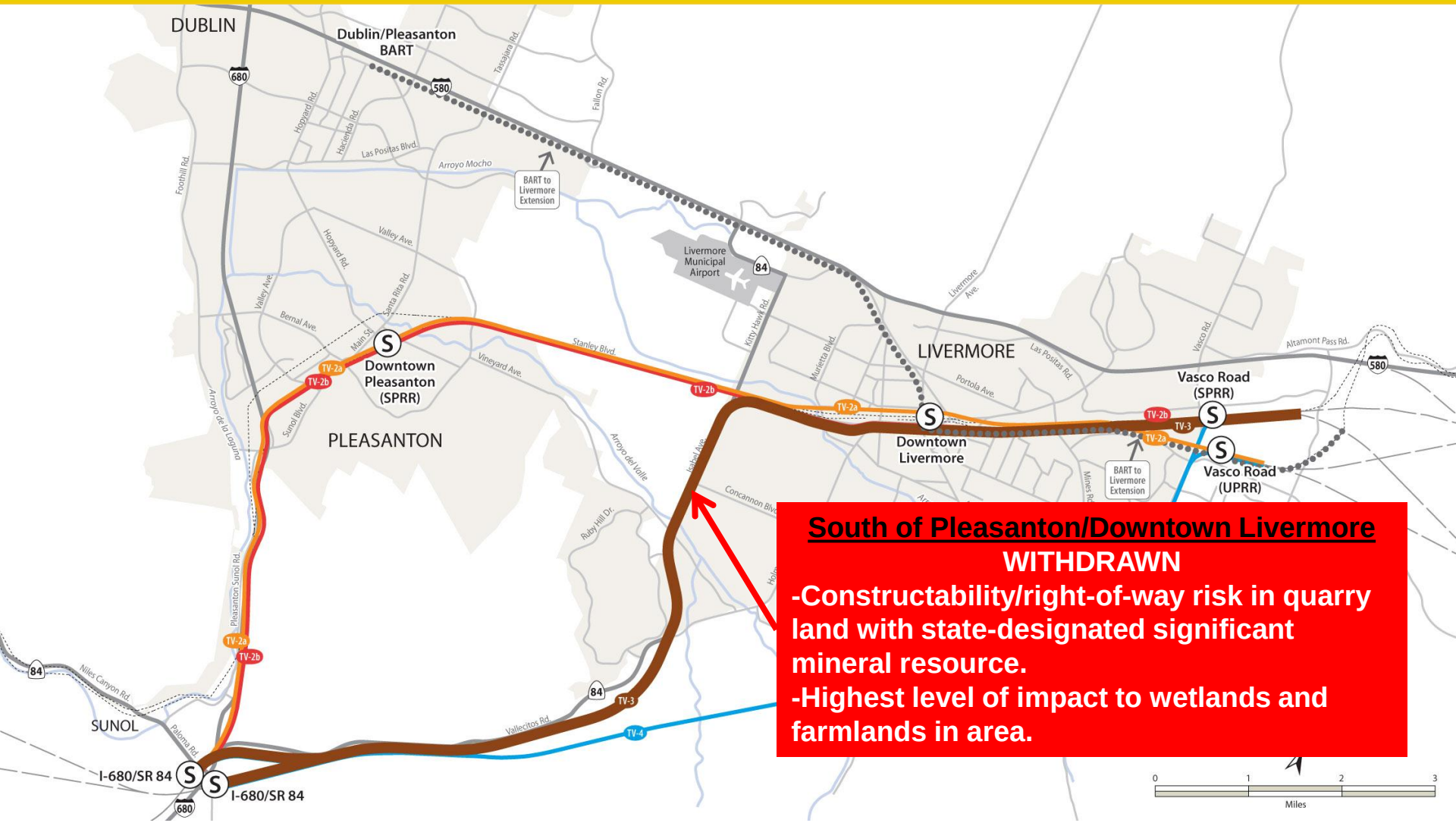
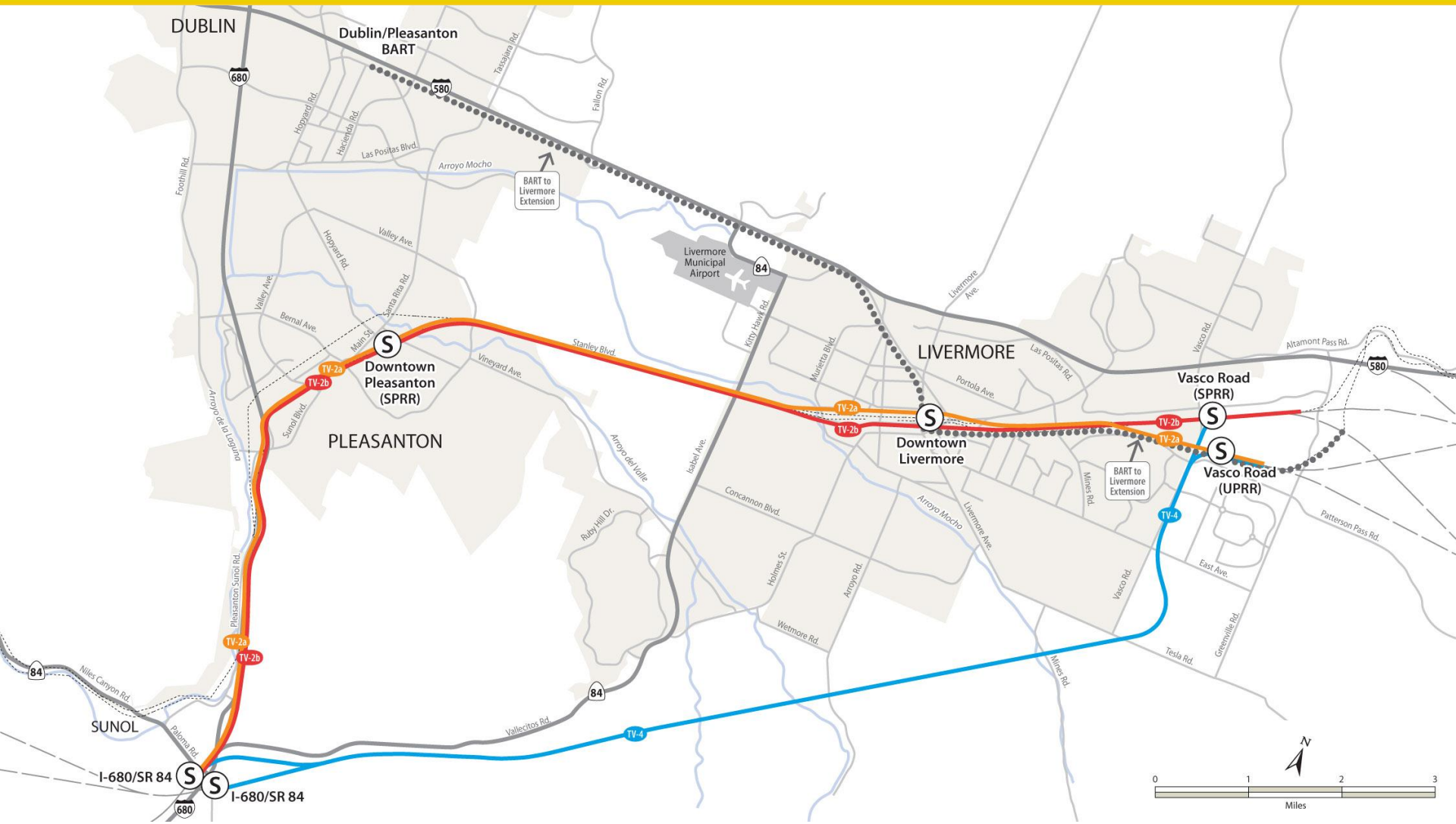


Tri-Valley Routes and Station Options recommended to be carried forward



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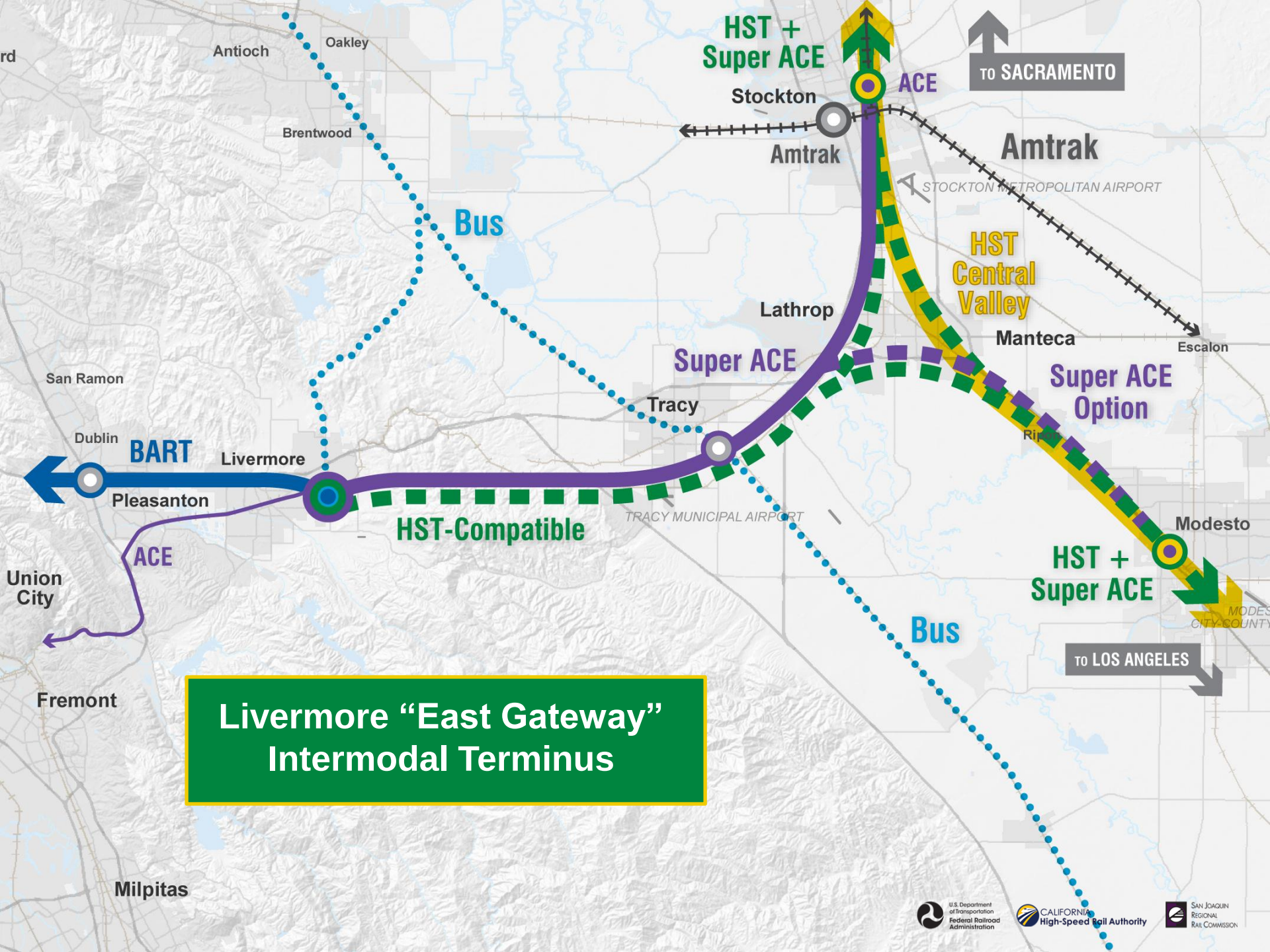
Potential Project Phases
& Stop Short Options


HST + Super ACE
ACE
TO SACRAMENTO
Stockton
Amtrak
Amtrak
STOCKTON METROPOLITAN AIRPORT
Antioch
Oakley
Brentwood
Bus
HST Central Valley
Lathrop
Manteca
Escalon
Super ACE
Super ACE Option
San Ramon
Tracy
Dublin
BART
Livermore
Pleasanton
HST-Compatible
TRACY MUNICIPAL AIRPORT
Modesto
HST + Super ACE
ACE
Union City
Bus
TO LOS ANGELES
Fremont
Milpitas
Livermore "East Gateway" Intermodal Terminus
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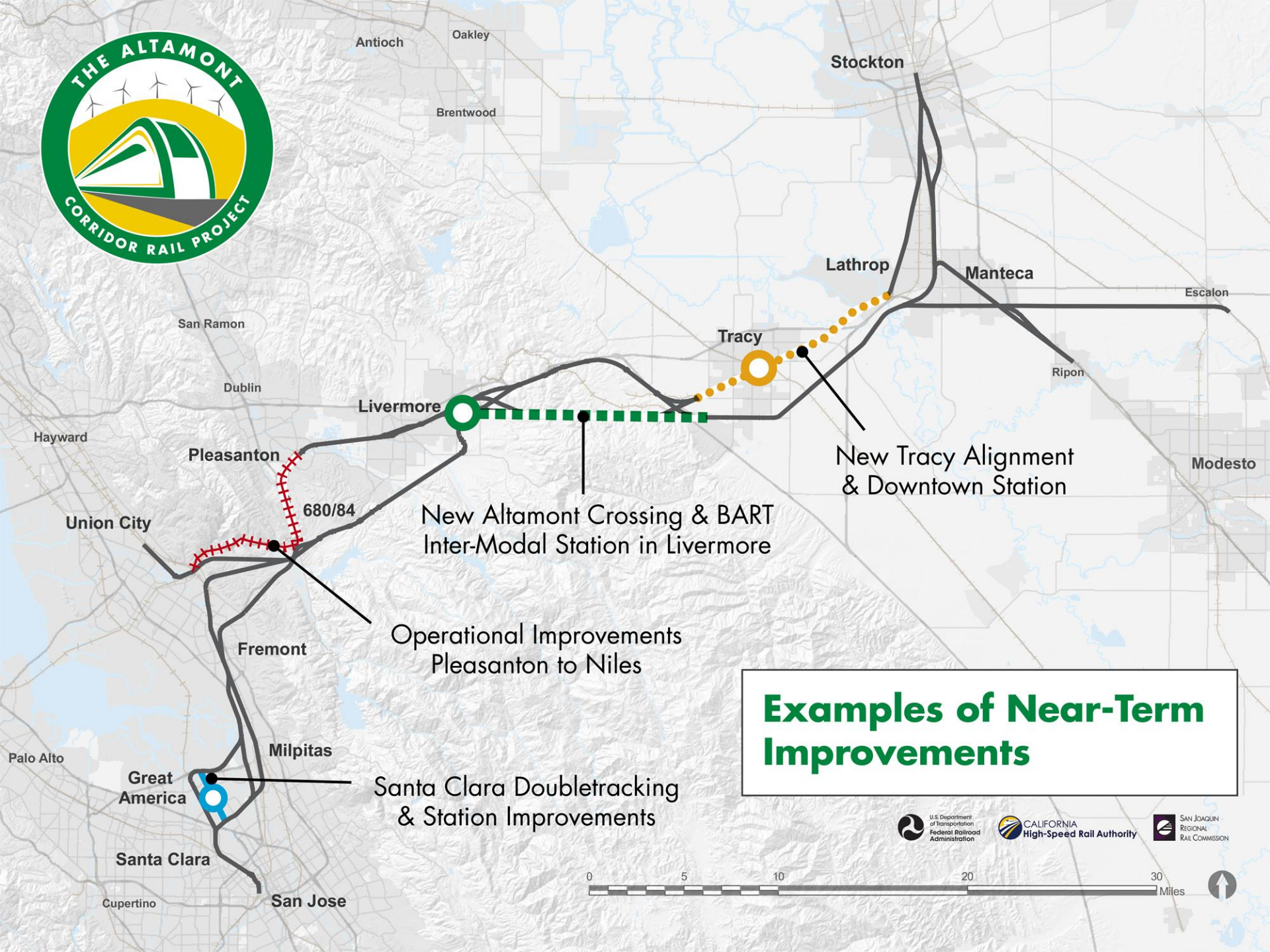
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Antioch
Oakley
Brentwood
Stockton
Lathrop
Manteca
Escalon
San Ramon
Tracy
Ripon
Dublin
Livermore
Hayward
Pleasanton
Modesto
680/84
Union City
New Altamont Crossing & BART Inter-Modal Station in Livermore
New Tracy Alignment & Downtown Station
Operational Improvements Pleasanton to Niles
Fremont
Milpitas
Palo Alto
Great America
Santa Clara Doubletracking & Station Improvements
Santa Clara
Cupertino
San Jose
Examples of Near-Term Improvements
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0
5
10
20
30
Miles

Potential Train Types—Existing & Interim

- **Flexibility**—Can be operated on non-electrified, as well as electrified, lines
- **Slower top speeds and reduced acceleration performance** as compared with electric

Existing ACE—Diesel Locomotive

- One locomotive per 8 coaches (max.)
- Train length affects acceleration and braking performance
- Top speed: 79 mph

Diesel Multiple Unit (DMU)

- Each train unit is self-propelled
- Performance not affected by train length
- Top speed: 110 mph

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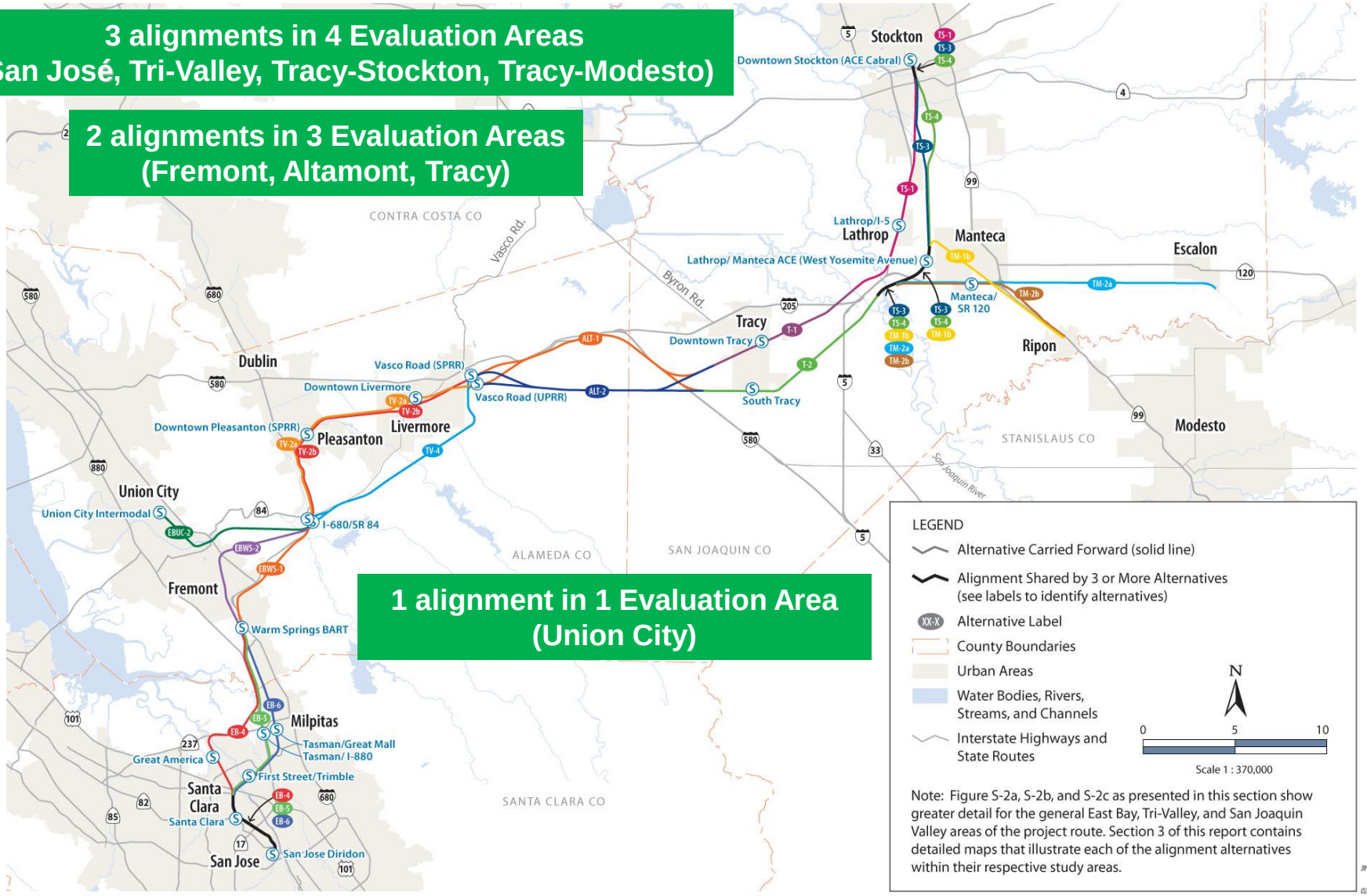
Alternatives Recommended for further Evaluation in EIR/EIS

3 alignments in 4 Evaluation Areas
(San José, Tri-Valley, Tracy-Stockton, Tracy-Modesto)

2 alignments in 3 Evaluation Areas
(Fremont, Altamont, Tracy)

1 alignment in 1 Evaluation Area
(Union City)



Next Steps

- Supplemental AA – 2012
- Preparation of Draft EIR/EIS – 2012+
- Final EIR/EIS – 2013+
- Engineering Design – 2013/2014
- Construction of Near-Term Improvements (Subject to Funding) – 2015+

Questions and Answers

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